CLASSIFICATION CONFIDENTIAL

EOID 399

CENTRAL INTELLIGENCE AGENCY

REPORT NO

INFORMATION REPORT

CD NO. 25X1A

COUNTRY USSR

DATE DISTR. 5 May 1954

SUBJECT Soviet "Profile" Highways

NO. OF PAGES 3

25X1A

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

DATE ACQUIRED B

SUPPLEMENT TO REPORT NO.

DATE OF INFORMATION

25X1C

THIS IS UNEVALUATED INFORMATION

25X1X

SOURCE

1. The program of building the so-called "profile" roads in the USSR began about 1928 with the advent of the first five-year plan. They were designed to serve as immediate auxiliary roads with the long range view of later paving them as secondary highways. The cost, planning and construction was passed on to the regional level acting on the authority of the Planning Department of the Regional Executive Council.

2. The Kharkov region (or oblast) State Institute for Road Planning (GIPD) had three departments; surveying, design and cost. The actual construction was done by a separate regional organization. When the Regional Executive Council ordered a highway constructed it so advised the GIPD. The surveying department immediately surveyed the route and passed its findings on to the engineering or design section. When the plans were completed they were passed on to the cost section and finally turned over to the regional construction organization which in turn ordered the work done by the Raion construction organization.

3. New "profile" roads for each region were planned as roads of economic significance. Super and strategic highways were handled by Moscow. During the period from 1939 to 1941 the GIPD planned six or seven "profile" highways. They averaged about 35 to 40 kms and were built in the Stalino coal mining area. They were planned to connect various mines and railroads. For example, one highway started at Krasnyy Luch, another at Dmitreevka and another at Reshetilovka. Each was between

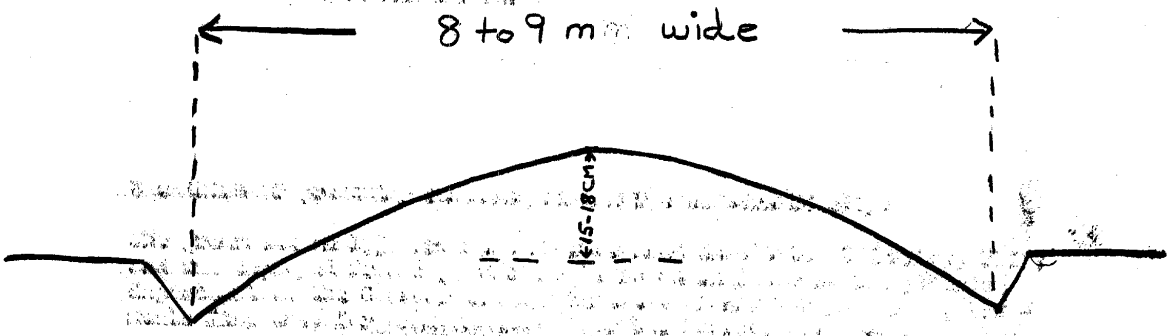
CLASSIFICATION CONFIDENTIAL

						DISTRIBUTION								
											ORR EV			

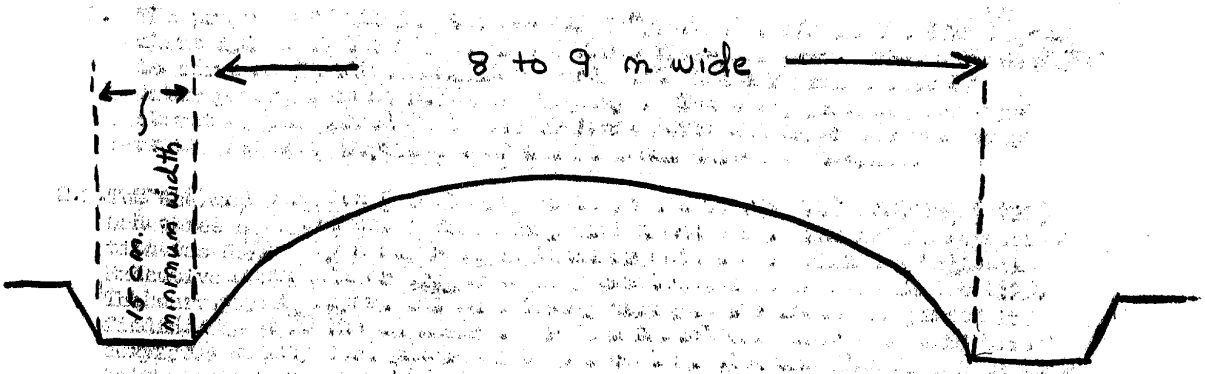
SEE LAST PAGE FOR SUBJECT & AREA CODES

35 and 40 kms. They were all planned and constructed according to set standards. A so-called right of way was laid out from a minimum of 20 meters up to 35 or more meters to prevent the use of the adjacent ground for any other purpose and to provide for future construction.

4. The "profile" roads were of two types, the Treugolnyy Kyuvet and Traptsiudal'nyy Kyuvet. The Treugolnyy Kyuvet road was designed for sandy soil. The sand was usually a fine, white sand and made a good road.



The Traptsiudal'nyy Kyuvet was designed for clay conditions



Both were "crown" type roads. The center of the crown was a minimum of 15 cm above the level of the ground. If the area was one where the rainy season was heavy and ground water close to the surface the center of the crown measured up to 40 and even 50 cms, gradually sloping off to the culverts. Where necessary boards would be used to hold back the sides of the culverts.

5. These "profile" roads were not all-weather roads. Often, after a rain, the roads would be closed for six to eight hours because of mud. Detours were often made around sections that were particularly bad. The spring and fall seasons were the worst, the wet conditions slowing up and stopping traffic, both motorized and horse drawn. During the summer months these roads were extremely dusty. In the Don Basin there was an average snowfall of from 15 to 20 cms and caused no great problem.

6. Each road was divided into sections of from 20 to 50 kms. A road master (foreman-technician) was in charge of a crew of 10 or more men, depending on the amount of traffic. These crews maintained the roads with hand tools. Several section teams together were assigned a horse-drawn or power scraper. Most of the maintenance was done during the late spring and summer months. The culverts would be cleaned and the dirt thrown back on the roadway. Brush on the sides of the road would be burned off. Each fall the concrete drain pipes (which were installed where necessary) would be closed off to prevent water from entering and freezing. These would be reopened in the spring.

7. In planning these "profile" roads we figured out the materials needed such as sand, concrete pipes, timber for bridges and lumber for shoring up culverts. Although there was no paving done initially, we figured out the amount of paving that would be needed. This pavement consisted of rocks, usually granite or very hard rock. Stone masons were used to lay the rocks. First the top of the road would be dug down to accommodate a foundation of sand. The stone would then be cut in blocks and laid close together, sand filled in the crevices and the whole pounded and stamped into place. On rare occasions an asphalt was laid over this stone pavement, but it was not part of the plan. As I pointed out, these "profile" roads were planned to be "roads of the future" and paving was being done from three to five years after the road was laid out. Bridges were usually four to six meters in length in the Don Basin. They were made of timbers with wooden planks. We figured on an average load of 10 metric tons. Heavier bridges were built where the type of traffic made it necessary.

8. The cost of these roads is not known to me. Neither are the man hours needed. After we submitted our plan there was no set time for completion of the work. However, they were treated the same as all other jobs, that is as an emergency project. Materials were obtained on a priority basis. Labor, including peasants (and women) were mobilized to rush the jobs to completion.

-end-